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AROUND THE LAKES.

CLEVELAND.

The two notables, the propellers Onoko and Tioga were in port yesterday.

The Cleveland Drydock is making a spar for the schooner Leonard Hanna.

Freights have advanced to $1.90 from Escanaba. The ore rate from Marquette remains at $2 10. Coal firm at $1.00 up.

At a recent meeting of the fire board on Tuesday evening Captain John Moffett, of engine company No. 6 was elected to fill the position of captain of the new fire boat.

The Bradley fleet is having a hard run of fortune this season, the E. B. Hall and Fayette Brown having been ashore, the Fay and Sheldon damaged by fire, and the S. J. Tilden and Selah Chamberlain sunk.

At Cleveland drydock the schooner Niagara was in dock to have buts calked; the propeller Wetmore for a new wheel; the schooner H. P. Murray to have bottom calked, new knighthead, and some frames and planking forward.

At a contest between Mr. George Presley and Mr. Wm. Radcliff, shipbuilders, at St. Malachis hall as to who was the most popular man, Mr. Presley won a gold watch. On analyzing the vote it was found that the ladies all voted for Mr. Presley and the men for Mr. Radcliff.

Fred Saal, coppersmith and John Thomson, plumber have secured the contract to do the work on two of the steel steamers under construction at the Globe iron yard, one for the Hanna line and the other for Captain Ira Owen of Chicago. The contract for the same class of work for the steamer building for H. H. Brown and others has not yet been let.

Mr. J. H. Palmer and family have been greatly bereaved by the death of the eldest daughter, Miss Clara E. She had gone east for the benefit of her health, but soon after her arrival there died. J. H. and Fred Palmer accompanied the remains to Cleveland and the funeral took place from the residence of her brother, 105 Birch street, at 2 o'clock on Sunday.

The schooner Leonard Hanna arrived in port much the worse for weather. Her foremast, foretopmast, maintopmast and mizzentopmast, are gone and her topsail and square sail yards, mainsail, foresail, square-sail, topsail and raftee, main gaff and jibs, the mizzen gaff topsail and all the running gear. New sails will be supplied by Grover & Son.

Miss Georgana F. McKay, daughter of Captain George McKay, has been sojurning at the Oakland Hotel, St. Clair, Michigan, some time for the benefit of her health, which we are pleased to say, is much improved. Miss McKay takes a lively interest in vessel matters and if her views on furnishing and fitting out vessels would be adopted captains and sailors would have much more comfort.

PORT ARTHUR.

The crew of the Canadian propeller A. Neff reached here and report the loss of that steamer off Porehyria Point, Edward Island, thirty miles from here. The Neff was a small steamer of 128 tons registered, that has been trading between Port Arthur and points on the north shore of Lake Superior. While bound here she encountered a terrific northwest gale and was driven on the rocks. The crew escaped to the island in the lifeboats and were picked up by a tug and brought here. They report the steamer and her cargo a total loss. There is no insurance on either. The steamer was valued at $6.000. She was owned by Captain R. E. Mitchell, of this port.

FRANKFORT.

Special to the Marine Record.

Tug John Gregory was forced to abandon a raft of pine logs, for the McDonald Lumber Company, of Chicago, and they washed ashore near Point Betsy. It contained 400,000 feet.

CHICAGO

Special to the Marine Record.

The schooner A. G. Morey, recently purchased by S. B. Grummond, of Detroit, is in one of Miller Brothers' drydocks for a partial rebuild. Captain David Wilson, formerly of the steambarge Ira Chaffee, is superintending the rebuild, and will command her when she starts out.

At Miller Brothers' Drydock the steambarge Annie Laura was in to have a leak stopped; the steambarge Burlington for a new stem, some new plank in her bottom and calking; the steambarge R. P. Raney for calking; the schooner Schuylkill for leak stopping. She also obtained a new rudder stock and a new jibboom; the steamship J. F. Eddy and schooner J. Shaw each a new gaff; the schooner Maria Martin a new cathead and boom; schooner Ralph Campbell was in dock and had a leak stopped; the city fire tug was in dock for ironing for winter service; the Rosabelle is getting a new center board; the schooner Flying Cloud received a new gaff.

At the Chicago Drydock Company's yards the propeller J. S. Fay, schooner City of Green Bay, and schooner Harriet Ross were in for calking; the schooner Maggie Dall got a new dolphin striker; the schooner Nassau some calking; the propeller Oceanica and schooner Andrew Jackson some repairs; the propeller Coffinberry and barge Newcomb some calking; the schooner L. B. Shepard a new cathead; the schooner Mediator a new jibboom; the schooner Lyman Davis a new rudder stock; the schooner Resumption was in for bottom calking.

The schooner Charles Luling, Captain V. Harms, arrived at 2 o'clock p. m. Monday, with lumber from Manistique, minus her jibboom, which was carried away Sunday night at 9 p. m. by her head gear coming in contact with one of the spars of the Selah Chamberlain, sunk off Cheboygan.

The schooner Rosabelle returned to port Monday afternoon, she having carried away her center board Sunday night when rolling in the heavy seas, light, trying to get over to the east shore.

Henry B. Burger, shipbuilder and contractor, of Manitowoc, Wis., was in this city Tuesday, looking up marine business.

The handsome new steambarge Veronica, Captain Dennis Sullivan, made her first appearance at this port last Saturday morning, light, from Milwaukee and took on 53,000 bushels of flaxseed for Buffalo at 4⅝ cents a bushel. She was greatly admired and considered a very fine, useful ship by many Chicago vessel men.

Your correspondent visited the marine hospital at Lake View last Sunday, October 24, and found forty-three patients receiving attention. Some of the wards were undergoing repairs and painting, to make provision for patients who usually come in toward winter, from colds, rheumatism, etc. A new boiler, 14 feet 6 inches by 14 feet, is being placed in the engine department to supply heat in the wards in case of a breakdown of one of the two boilers already in use. Two hundred and thirty patients have been admitted since July 1st, and only five deaths have occurred since that time. The patients are well treated and cared for, and appear to be as contented and happy as their various diseases will allow them to be.

While the steambarge T. H. Smith was discharging her cargo at Michigan City, O. H. Halsted, the mate, was struck on the head with a falling scantling and instantly killed. He lived in Sturgeon Bay, and leaves a wife and child.

Captain Dennis Roach died at his home in this city on the 22d aged 52 years. He left the schooner Marengo at Cleveland a few weeks ago because of heart trouble, though his death was hardly expected so soon. He had sailed vessels on the lakes for about twenty-five years. Before that he was with the E. Fitzgerald, which was lost with her crew on Long Point.

The quickest work ever performed by a grain elevator at Chicago was done at Armour & Dole's "A" house recently, when the schooner Golden Age was loaded with 94,600 bushels of corn in exactly two hours and five minutes. The grain was run into the vessel through six spouts. It usually takes from four to six hours to load the Golden Age, which is the largest sail vessel on the lakes.

While leaving Muskegon last Thursday night the propeller Holland collided with the schooner Evra Fuller, damaging the latter to the extent of $800.

Judge Blodgett appointed W. M. Egan, T. G. Butlin, and W. H. Rounds appraisers to estimate the value of the propeller Pridgeon. They fixed the value of the boat at $37,000, and the freight list at $500. The Vermont Central will limit its liability in connection with the Chamberlain disaster to the sum fixed by the appraisers, furnishing bonds to satisfy a judgment if the court decides that the Pridgeon was at fault. Permission was given by the court to load the steamer. The Inland Lloyds' Vessel Register gives the Pridgeon a valuation of $60,000.

Last fall the propeller Nebraska collided with the tug Robert Tarrant in Chicago river, damaging the tug to the extent of $400 The Nebraska is in port for the first time since the collision occurred, and the owner of the Tarrant libeled her.

Captain D. W. Lockwook, in charge of the Michigan City harbor improvements, reports that the red light maintained at the north end of the west pier by the United States Engineer's Department, has been abandoned. Notice should also be taken of the fact that during heavy weather the other portion of the pier is submerged.

WILLIAMS.

BUFFALO.

Special to the Marine Record.

This week has been one of great activity in marine circles. The arrivals have been large in both sail and steam tonnage, with cargoes principally of grain. The elevators have been kept busy, vessels experiencing some delay in delivering their loads. The new Frontier elevator has been taxed up to and somewhat above her capacity, four and five vessels at one time, waiting their turn, giving a crowded appearance to the Blackwell canal in the vicinity of the elevator. Of course, allowance must be made for the condition of the house when they started in to unload vessels. The machinery was new, had never been tested and many little adjustments had to be made at the expense of time to vessel men, as only a portion of the house was in condition to receive grain, the other portion being unfinished. The full capacity of the house is limited to about half the original design, hence the delay. As yet nothing is being said as to whether the new elevator will remain outside the pool or join the old monopoly.

Many reports of disasters are being received from up the lakes. Nothing further has been learned as to the fate of the schooner Belle Mitchell. A part of the wreck of a vessel has been found on the north shore of Lake Erie, and has been identified as a portion of the cabin of the missing schooner. All hope is gone of ever finding anyone alive to tell the tale of the disaster.

A number of vessels arriving during the week and having non-union crews, sought protection from the police to prevent molestation.

The schooner Red, White and Blue which was so roughly handled in the recent gale, has completed repairs, which amounted to over $2,000, and started on her voyage again.

Quite a number of vessels have arrived with more or less damaged grain, mostly flaxseed.

The general term of the Supreme court last Friday handed down a decision reversing the conviction of Lorenzo Dimick for larceny is diverting marine insurance premiums to the Continental and transferring losses from the Continental to other companies. A new trial is ordered. This was the only conviction so far had against Dimick.

The body of John Hughes, of Muskegon, Mich., the seaman who was washed from the wrecked O. M. Bond last Thursday night, was found on the beach about two miles below the wreck. It has been claimed by his friends.

Some of the grain laden vessels are meeting with considerable delay in getting unloaded. There is plenty of elevator room here. The trouble is caused by consignees sending a big batch to one house instead of dividing them around.

The Union Steamboat Line has sold the propeller Dean Richmond to Richardson Brothers, of Chicago, and W. F. Bottsford, for $25,000. She is now at Chicago, and the transfer will be made before she leaves.

The amount of tonnage taken for coal this week is large, and mostly for Chicago and Milwaukee. Four cargoes for Ashland, the Rhoda Emily, Guiding Star, Huron City, and Planet at 90 cents.; iron ore and lumber back, ore at $2.60, lumber $4 per m. Coal freights are stiff at $1 per ton to Chicago and Milwaukee, and all the spot tonnage is taken. It is very likely that vessels will experience slow work in loading.

WM.

EAST SAGINAW.

Special to the Marine Record.

A number of vessels and barges arrived in the river during the week, all lumber laden, from shore points. The lumber was bought by a syndicate at a bargain, and will be sold from this port after being dressed.

The insurance adjusters have settled the loss of the recently-burned boat, L. G. Mason. She was a total loss, but arrangements have been made so that Mr. English retains the machinery.

The firm of English & Mahar, owners of the Saginaw River line of steamers, dissolved partnership on Thursday, Mr. Mahar retiring. The firm did a lucrative business since taking possession of the boats.

Mr. English has signed contracts with Messrs. A. F. Bartlett & Company, of this city, for a new engine, 16x18, wheel, shaft, and steam pumps, to be put in the steamer Lucile during the winter.

Captain William Baker, commanding the steamer Ironsides, was in the river during the week, having brought a load of lumber from Lake Michigan.

The propeller Sanilac took on a complete camp outfit at Wells & Company's dock during the week for up the shore.

Barge men are happy at the present freight rate, and it will undoubtedly go still higher before the close of navigation.

Captain Carson Glass, of the Senator Blood, and Captain Harry May, of the Transport, were in the river during the week with their respective craft. Captain Glass is the man who never comes back light, but always catches on, as it were. Captain May says he will spend this winter on a merchantman, trading between the United States and South America.

Carkin, Stickney & Cram's dredge No. 7, has been hauled out at their shipyard and is being thoroughly rebuilt.

The tug A. W. Wright is to be hauled out this week, as is also the tug Logie Both are to receive new boilers.

V. Crandell has purchased a half interest in the yacht C. P. Fish, thereby making Mr. Crandell sole owner.

SHAW.

TORONTO.

In the recent gale the lumber laden schooner John Bently, owned by Aldermen William Hall, struck a rock off Cabbage Head in the Georgian Bay, twenty miles out from Owen Sound and sunk. Captain Hall is at the scene of the mishap with a tug and lighter and expects to have the Bentley afloat and towed into Owen Sound this week. There is no insurance on either vessel or cargo, which are valued at $10,000.

THE SHIP CARPENTERS' TROUBLES.

A representative of the Detroit drydock company states the position of the company which is about as follows: Last May district master workman Long received a communication from the master workman of the ship carpenters' assembly at Bath, Me., asking if ship carpenters belonging to the order there could engage with the Detroit drydock company. Long replied that, providing they were Knights in good standing, there was nothing to prevent it. The men engaged failing to put in an appearance, the drydock company made inquiries and learned that members of the ship carpenters' assembly here had telegraphed to Bath that there were more ship carpenters in Detroit at that time than there was work for. The drydock company then, on the ground that it was unjust to ask them to pay the same wages to good and bad men alike, surrendered the contract for constructing the large barge Manhattan and paid a forfeit of $5,000 to the Inter-Ocean Transportation Company of Chicago. The company also claimed that had they paid $10,000 forfeit on the John F. Eddy, a large boat then under way, they would have been money ahead, as, owing to the large number of inferior men employed, it required six days per ton to build her. Mr. Soule, who is here with the Maine men, says three and one-half days per ton will build a boat at Bath. The company agreed to give the vessels to the Maine men to build on the basis of limiting the number of days per ton to five at $2.50 per day, withthe stipulation that if wages were increased at Cleveland, Trenton, Bay City, or any two of them, the men were to receive the advance.

The Maine men didn't go to work as expected. The reason was that they found a dozen policemen in the yard when they reached there, and objected to working under police protection. Nineteen of them said they would go to labor headquarters and said they would take $35 apiece and go home. This was paid and a number of them left for home.

Captain C. C. Blodgett, who had some boats in the drydock for repairs, was naturally averse to having work delayed, and called on H. A. Robinson to learn his views on the question. Robinson made the following reply: "As an officer of the Knights of Labor, I would shoulder a musket to protect the Maine men at work in Detroit shipyards, but as a high private I would use all means in my power to make the Maine men return home."—*Detroit Free Press October 21.*

A dispatch from Detroit says: Vesselmen are expressing great dissatisfaction at the action of the Detroit Drydock Company in shutting down at this season of the year when work is plenty. It is a difficult matter to get repair work done at any price. Ward's Detroit and Lake Superior line tried to get the Drydock Company to undertake the work of rebuilding the propeller Osceola, which was burned at Duluth Thursday night, and the Detroit Transportation Company tried to close a contract for the lengthening of the steamship Iron Age, at a cost of thirty thousand dollars, but those jobs were refused. The duplicate of the steamship John F. Eddy, which it was proposed to soon commence at the Springwells, will not be built, and various other large jobs in contemplation are abandoned. A gentleman who has relations with the Drydock Company, said that the work already refused by the company since their labor troubles began, approximates $500,000. The direct cause of the company's action, which was taken yesterday, was the uncalled-for interference with their men by the Knights of Labor. The twenty-eight Maine ship-carpenters, brought here by the Detroit Drydock Company, because they were superior workmen, were all Knights of Labor, and violated no rule in coming here. The purpose of the intervention of the local knights was to have the shipbuilding field left open to the Detroit workmen. Nearly one thousand dollars was paid the men and a promise exacted from each that he would immediately leave Wayne county, but instead they went to the Gibraltar shipyards down the river. Having secured their services the Gibraltar yards took the most pressing contracts off the hands of the Detroit company, enabling the latter to shut down. Manager McVittie declares he will remain shut donw until he is allowed to run his own business without interference from the Knights of Labor, so long as he pays the going wages and employs union men. In the meantime there are many vessels here awaiting necessary repairs, which can not be had at any money.

LITERARY NOTICES.

The place of honor in the November Atlantic is occupied by a clever story by Josiah P. Quincy, entitled "The Peckster Professorship," which treats a question of the day and will attract much attention. Mr. Percival Lowell contributes "A Korean Coup d'Etat," and Mr. John Fiske has a paper on the "Germs of National Sovereignty in the United States." The third paper of the serial, "French and English," by Philip Gilbert Hamerton, is marked by the interest which distinguishes everything that he writes. Besides these, Mr. Henry Van Brunt's article on Richardson, the architect, will be read by his many friends and admirers with special interest. Miss Murfree and Mr. Bishop continue their serial stories; there is a charming paper entitled "Wood-Fears," and some poetry by Andrew Hedbrooke, Lucy Larcom, and Margaret Deland. "The Blind Man's World," a sketch by Edward Bellamy, should not be forgotten. And there are besides the usual criticisms, the contributors' club, and books of the month. The number as a whole is one of unusual excellence, and sustains the high standard which the Atlantic always sets for itself. Houghton, Mifflin & Company, Boston.

The November Century marks a new era in the history of that magazine, in beginning the publication of "The Life of Lincoln," by his private secretaries, John G. Nicolay and Colonel John Hay. Two prefaces, one editorial and the other by the writers, give ample account of the work, and call attention to the exceptional opportunities which these gentlemen have had to prepare what is certain to be the fullest and most authoritative work on the subject. Its authors were, in a sense, the chosen biographers of Lincoln, by whose aid they were reinforced in the collection of material during the war. From an historical point of view the value of the work—largely resting on documentary evidence not attainable by other writers—must be ranked high. In fact, the inner history of the war waits upon this work. The climax of the war is reached in the military series at the battle of Gettysburg, which is to be described by Generals Hunt, Longstreet, Doubleday, Law, and Alexander. The part of General Hunt's contribution which deals with the first day's battle appears in the present number, prefaced by a paper on "Hooker's Appointment and Removal," by "An Officer at the Headquarters of the Army of the Potomac," revealing the political aspects of those events.

Harper's Magazine for November is heavily weighted with a rare feast of good things for delightful entertainment and welcome instruction. The cosmopolitan character of Harper's as contrasted with other monthlies is admirably sustained in this number. The position of honor is given to a fresh and powerful presentment of a home subject, "The Literary Movement in New York." Next in importance is the opportune British paper on 'Halloween," written and illustrated in England; and an extraordinary French article, with text and illustrations from Paris," in which Madame Adam narrates "How I formed my Salon." The serials from both sides of the sea, by Blackmore and Warner, are as attractive as ever, and the remainder of the number is a rich variety of articles, stories, poems, etc., chiefly concerning American topics of the day. Charles Dudley Warner's serial, "Their Pilgrimage," concludes in this number, with a tour through the Thousand Islands and the White Mountains, fully illustrated by Reinhart. "Springhaven" continues its interest through four chapters more, with several clever pictures. "Our Coast Guard" (the U. S. Revenue Marine Service,) is a live article by Lieutenant W. G. Ross, with an abundance of illustrations. The departments under George William Curtis, William Dean Howells, and Charles Dudley Warner maintain their usual strength, and a lively feature of the Drawer is a ridiculous ballad, "The lay of the Lobster," with three illustrations by E. A. Abbey.

St. Nicholas for November.—This first number of the new volume is an early realization of the good things promised in the attractive prospectus. Louisa M. Alcott, for instance, contributes a charming and characteristic story, called "The Blind Lark" Then, some of the wonderfully clever tales that Victor Hugo, the great French poet and novelist, used to tell his favorite grandchildren have been collected, and are here put into English for the first time by Brander Matthews, with capital illustrations by Reginald B. Birch. There is also the opening chapter of "Juan and Juanita," the new serial by Frances Courtenay Baylor, which treats an unusual phase of boy and girl life in an unusually vivid and attractive style. E. S. Brooks tells of another "Historic Girl" and her brave boy champion. There is a capital descriptive paper, abundantly illustrated, on Boring for Oil"; C. F. Holder has some instructive and amusing "yarns" to tell of that absurd bird, the flamingo; there are some more "Dog Stories," one of them adapted from the Spanish of Cervantes, the author of the famous "Don Quixote," and illustrated by F. H. Lungren; Palmer Cox has more poetry and pictures of Brownie life, this time "The Brownies in the Gymnasium."

At a meeting of the creditors of the Inman Steamship Company, London, it was resolved to sell the concern to the International Steam Navigation Company for the sum of £205,000. The liabilities of the Inman Company to secured creditors amount to £174,500, and those to unsecured creditors to £91,000, including tradesmen's bills aggregating £49,300. The company's steamers are valued at £168,800. The unsecured creditors will receive little over ten shillings on the pound. The business of the Inman Steamship Company after next week will be transacted by a new company composed of the agents at Liverpool, the Messrs. Richardson, Spencer & Company and the Messrs. Wright of New York and Philadelphia, it is stated that faster vessels will be added to the service.

Robert W. Flack of Syracuse is the inventor of a propeller which he is confident will send ocean steamships flying between New York and Liverpool in three days. Forty miles an hour will be easy work, he says for a vessel rigged out with his invention, which consists in forcing condensed air against the water through two big port holes in the stern. Boats have been propelled before now by pumping in water and forcing it in streams from the stern, but Mr. Flack proposes to substitute air for water, and is very sanguine of the success of his invention, on which he is taking out a patent.

Further advices have been received by the state department touching the action of the Canadian authorities in hauling down the American flag on the schooner Marian Grimes. The facts, as officially stated, are that the anniversary of the birthday of the captain of the Grimes occurred while his vessel was in the custody of the Canadian officials, and he celebrated that event by hoisting the American flag over his vessel. The Canadian customs officers confessed that a mistake was made in summarily lowering the colors and expressed regret at the occurrence, and as the Grimes has been released no further notice is likely to be taken of the case by the department of state.

RECORD OF VESSEL PASSAGES.

THROUGH THE STRAITS.

Mackinaw City, Oct. 21.—Morning, down Schooner Hattie Wells, propeller Escanaba, schooners A. Boody, S. J. Tilden, Three Brothers, propeller New Orleans, schooner Fayette Brown.

Afternoon—Schooner E. J. McVey, Golden Fleece and Jennie Mathews, propellers City of Grand Rapids, Tioga, and schooners H. W. Sage, Wm. Shupe, F. C. Leighton.

Morning, up—Propeller New York, W. J. Averill, T. S. Faxton, schooner North Cape, propeller Otego and consort, Yosemite and two consorts, Annie Young, schooners H. C. Richards, A. J. Rogers, Itasca, Unadilla, Granger, propeller Commodore.

Afternoon—City of Cleveland, schooner Ahira Cobb, A. Weston, H. D. Coffinberry with schooner H. R. Newcombe, W. A. Haskell, schooner Detroit.

Mackinaw City, Oct. 22.—Morning, down—Propeller Bruno.

Afternoon—Steambarge J. S. Fay with schooner D. P. Rhodes, propellers Conemaugh, Montana, schooners John Schuette, Jas. D. Sawyer, Wisconsin.

Morning, up—Propeller City of Grand Rapids, schooner Bay State, John Kelderhouse, D. S. Austin, Rising Star.

Afternoon—Newsboy, M. Stalker and Arthur, propellers H. S. Pickands, Nahant, schooner M. W. Paige, propellers Portage, Buffalo.

Mackinaw City, Oct. 23.—Morning, down—Propeller Wm. H. Barnum, Araxes and two barges, Progress.

Afternoon—Schooner Jos. Paige, propeller C. F. Curtis with three barges.

Morning, up—Schooner L. A. Burton, propeller Milwaukee, Queen of the West, tug Gladiator with four barges.

Afternoon—Propeller Boston, Charles J. Kershaw, Monteagle with schooners White Star and Mystic Star, steambarge Oscar Townsend with schooners Edward Kelly, Delaware.

Mackinaw City, Oct. 24—Morning, down Schooner Moonlight, Mineral State, Swallow, Milwaukee Belle, Thomas L. Parker, propellers S. C. Hall with five barges, and Nassau with two barges, schooners Parana and Maria Martin.

Afternoon—Propeller C. Tower, Jr., and consort, schooner Oliver Mitchell.

Morning, up—Propeller Avon, City of New York with schooner Elyria, schooner Owasco.

THROUGH THE SAULT.

Sault ste Marie, Oct. 21.—Morning, down Steambarge N. K. Fairbanks, schooner B. F. Bruce, propellers Nyack, Onoko, United Empire, steambarges Forest City, H. H. Brown, Ishpeming, tug E. M. Peck and schooner Saveland.

Afternoon—Steambarge Jas. H. Prentice, schooners Goshawk, Shawnee, propeller St. Magnus.

Morning, up—Steamers Arizona, Wocoken.

Afternoon—Steambarge Vienna, schooner Verona, steambarge A. Everett, schooner Sophia Minch, propeller Athabasca, steambarge Siberia, schooners Nelson Bloom, Plymouth, steambarge Escanaba, tug Mystic and schooners Sligo and Midland Rover.

Sault ste Marie, Oct. 22.—Morning, down—Steambarges Alpena, Continental, schooner Magnetic, steambarge Oregon, schooners Francis Palms, Eliza Gerlach, steambarge Anna Smith, schooners James King, Monitor, Mentor.

Afternoon—Steambarge Jas. Sheriffs, and schooner Pathfinder, steambarge A. B. Hale, schooner Thomas Quayle.

Morning, up—Propeller California, steambarge Minneapolis, schooner Wm. McGregor, propeller St. Paul.

Afternoon—Steambarge John N. Glidden, schooners Fred N. Morse, G. H. Warmington, propeller City of Owen Sound, steambarge Kitty M. Forbes, schooners M. E. Tremble, Mabel Wilson.

Cleared—down, afternoon—Tug Constitution, with disabled schooner Leonard Hanna.

Arrived up, afternoon—Propeller Pacific.

Sault ste Marie, Oct. 23.—Morning, down—Propeller B. W. Blanchard, steambarge J. H. Devereux.

Afternoon—Propeller Arctic.

Morning, up—Steambarges S. F. Hodge, R. J. Hackett, schooner Susan E. Peck.

Afternoon—Steambarge Columbia, and schooners Comrade, Jura, steambarge Business, schooner Kate Winslow, and propeller Ontario.

Sault ste Marie, Oct. 24.—Forenoon, down—Propeller Campana, steambarge J. E. Potts, schooner Dan Rogers, propeller Dominion.

Afternoon—Steambarges V. H. Ketcham, Republic, schooners James Couch, Grace Holland, steambarge Iron Duke, schooner Iron Cliff, steambarge G. T. Hope, schooner R. J. Carney, Tacoma, Russia, propellers Athabasca, Carmena.

Morning, up—Propellers Alberta, China.

Afternoon—Steambarge C. H. Green, and schooners Rosa Sonsmith, Mattie C. Bell, steambarge M. M Drake, tug Constitution, schooner Erastus Corning, steambarge Alcona, schooner Alta.

PASSED DETROIT.

Detroit, Oct. 21.—Passed up, morning—Barge Salina and four barges, H. S. Pickands, propeller Portage, steambarge Columbia and consorts, R. J. Hackett and consort, propeller Buffalo, steambarge Business and consort.

Afternoon—Tug Wilcox and schooner Watertown, steambarge Monteagle and consorts, Waldo Avery and consort.

Morning, down—Steambarge Fred McBrier and consort, propeller Cuba, barge Smith Moore, propeller Toledo, Sir S. L. Tilley and five barges, steambarge V. Swain and consort, George Spencer and consort, Rhoda Emily and consort, Westford and two barges, Fred Kelley and consort, Ed Smith and four barges, W. L. Wetmore and consort, Cleveland and two barges, tug International and five barges, steambarge Enterprise and consort, Superior and consort, schooner S. H. Kimball, Simon Langell and consort, barge S. M. Stephenson, propeller Albany.

Afternoon—Steambarge Missouri and four barges, Nipigon and two barges, tug Oswego and schooner Angus Smith, barge J. Macy and consorts, tug Crusader and schooners J. I. Case, A. B. Norris, James Mowatt, Porter and L. A. Law, tug Jas. Reid and schooner Pensaukee.

Detroit, Oct. 22.—Passed up, forenoon—Propeller Milwaukee, tug Ella Smith and four barges, barge C. J. Kershaw, tug Crusader, barge Cottrell, schooner John Tibbetts, tug Crawford, schooner Owasco, barges Dolphin, Northerner, Iron Age, schooner D. E. Bailey, Young America, propeller Delaware, barges Oscar Townsend and consort, Havana and consort, R. Wallace and consort, D. W. Powers and four barges, Benton and four barges, J. B. Lyon and consort, propeller Burton, schooner Southwest, barge D. W. Rust and consorts, propeller China.

Afternoon—Barge M. M. Drake, Oscoda, Australasia and consort.

Morning, down—Propeller Gordon Campbell and consorts, tug Oswego and schooners Lem Ellsworth, Comanche, J. R. Noyes, P. B. Locke, barge Colonial and consort, tug Jessie and schooners Skylark, N. C. West, propeller Starucca, barge Cormorant and consort, George King and three barges, tug Sweepstakes and schooners Marengo, City of Sheboygan, Music and three barges.

Afternoon—Tug John Owen and schooners Michigan, Nicholson, propeller Nyack, tug Peter Smith and schooners Mary Dwyer, Adventure, steambarge D. Leuty and four barges, tug Kitty Haight and schooners J. B. Merril, Naiad, Oneida and schooners L. S. Hammond, Mediterranean, propeller Onoko.

Detroit, Oct. 23.—Passed up, morning—Barge N. H. Gratwick and consort, R. A. Packer, tugs Champion, Colton and schooner Monterey, Porter and schooner Typo, propeller Cuba and schooner Donaldson, tug Ossifrage and one barge, steambarge Hiawatha and consort, propeller Saginaw Valley.

Afternoon—Barge Bessemer and consort, D. C. Whitney and consort, C. N. Pratt and consort, Point Abino, tug Jessie and schooners R. Doud, J. R. Pelton, barge Keystone and consort, Passaic and schooner Ogarita.

Morning, down—Tug Swain and schooners Ellen Spry, Geo. C. Finney, propeller Wissahickon, barge Sparta and consort, Mineral Rock and three barges, tug James Reid and schooner Golden Fleece, Samson and schooners E. C. Hutchinson, S. L. Watson, tug Wilcox and schooners Fayette Brown, Hattie Wells, steambarge Forest City, consort, and schooner Ishpeming.

Afternoon—Tug Moore and schooners George, Three Brothers, Colonel Cook, A. Boody, steambarge Porter Chamberlain and three barges, tug John Martin and schooners H. W. Sage, Saveland, propeller J. C. Gault, barge Alpena.

Detroit, Oct. 24.—Morning, up—Propeller Fountain City, tug James Reid and schooner George Sherman, barge City of Montreal, Michigan and three barges, propeller H. J. Jewett, barge Wallula and schooners Wayne, and Minnehaha, Cleveland and two barges, T. J. Palmer and consort, tug Kitty Haight and schooner Wawanosh, steambarge Glasgow and three barges, Tempest and four barges, tug Oswego and schooners H. P. Baldwin, Monticello, steambarge Alleghany and two barges, H. L. Worthington and consort, tug Crawford and barge Brooklyn, Wilcox and schooner Mary Lyon, barge Empire and four barges, N. Mills and barges.

Afternoon—Barge Fred McBrier and consort, B. W. Arnold, Smith Moore, tug Moore and schooners J. F. Joy, Blazing Star, steambarge H. S. Hubbell and three barges, tug Metamora and three barges, steambarge J. H. Outhwaite and schooner Thomas Gawn, H. B. Tuttle and schooner S. H. Foster, J. W. Westcott and consort, S. E. Sheldon and consort, tug Sweepstakes and schooners Scotia, M. J. Cummings and Hartford, John Martin and schooners Sunrise, Waukesha.

Morning, down—Tug Peter Smith and schooners Jennie Matthews, Selkirk, F. C. Leighton, barge Continental and consort, propeller St. Magnus, steambarge M. Sicken and there barges.

Afternoon—Tug Hercules and two barges, steambarge J. S. Fay and consort, J. H. Curtiss and consorts, Kalkaska.

PASSED PORT COLBORNE.

Port Colborne, Oct. 21.—Passed up—Schooner Blazing Star, Oswego to Detroit; Mary Lvon, Oswego to Chicago; Jessie Scarth, Wellers' Bay to Cleveland; M. J. Cummings, Oswego to Chicago; F. D. Barker, Oswego to Toledo.

Down—Schooner John Magee, Detroit to Oswego; propeller Acadia, Duluth to Montreal.

Port Colborne, Oct. 22.—Passed up—Schooners Mary Copeley, Oswego to Toledo; Hartford, Oswego to Chicago; John Wesley, Oswego to Chicago; Samana, Ogdensburg to Cleveland; Kate Kelley, Oswego to Sandusky; steamship W. L. Frost, Ogdensburg to Chicago.

Down—Schooner Gleniffer, Toledo to Kingston; steambarge Lincoln and one barge, Toledo to Kingston; propeller Cuba, Duluth to Kingston.

Port Colborne, Oct. 23.—Passed down—Schooner J. G. Worts, Cleveland to Toronto; steambarge Sir S. L. Tilly and barges, Duluth to Kingston.

Continued on 4th Page.

LEWIS' MARINE MANUAL,

By Edward N. Lewis, proctor in the maritime courts; author of the Law of Inland Shipping," etc., etc. The Marine Manual is one of the most practical works on maritime matters ever published. The book, which is well bound in cloth, has 500 pages all well filled with useful matter for the guidance of mariners, merchants, forwarders, millers, bankers, insurance and business men, and should be in the possession of every vessel owner in the country, as well as masters and engineers. The Marine Manual cites nearly one thousand of the latest, United States, English and Canadian cases relating to suits in connection with vessels and cargoes. In order to place more explicitly before our readers the scope and value of this work, which is really a summary of the law relating to, or in any way connected with the, shipping and mercantile interests of the inland lakes and sea coast waters of the United States and Canada, we insert the table of contents, as follows:

Chapter I. Part 1, charters; part 2, bills of lading; part 3, duties of ship owners, merchants, masters, etc., duties of forwarders, warehousemen, etc. Part 4, non-performance of charters, dissolution of charters, embargo; part 5, freight—How calculated, by whom payable, to whom payable, lien for, payment of.

Chapter II. Part 1, masters, their duties, wages, etc.; part 2, seamen, their duties, wages, etc.; part 3, passengers.

Chapter III. Part 1, protests; part 2, demurrage; part 3, general average, part 4, stoppage in transit.

Chapter IV. Part 1, collisions; part 2, salvage; part 3, towage; part 4, pilots; part 5, marine insurance.

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MARINE RECORD Cleveland Ohio.

The Duluth Herald says: Captain Lloyd has plans almost completed for a new boat to be built this winter. She will be an excursion and ferry boat and the machinery of the lost Martini will be put into her. Her dimensions are not yet made public, but it is understood that she will be considerably larger than the Hattie Lloyd, and built on an improved plan.

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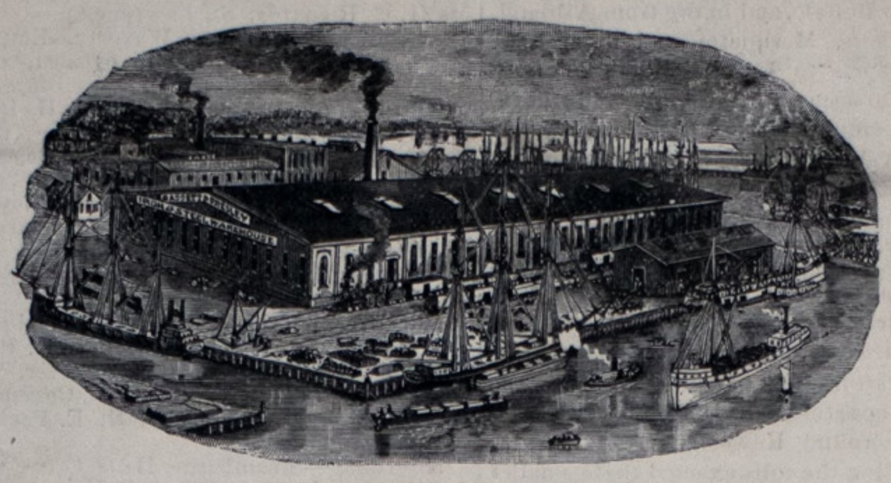

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Oct. 18, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Oct. 16. 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
135,908	.....	Sc.	Emma.	10 19	9.68	.....
120,658	.....	Sc.	Freeman.	13 94	13.25	Somers Point, N. Y.
95.894	.....	Sc.	Hodges & Bro	7 95	7 55	Yorktown, Va.
76,650	.....	Sc.	John Fogarty,	10 78	10.25	Tampa, Fla.
140,848	.....	Sc.	L. E. P. Dennis,	10.26	9 75	Crisfield, Md.
150.387	.....	Lgr.	Picayune	6 63	6 30	Brashear, La.
116 123	.....	Sc.	Sarah A Henling,	6 03	5.73	Baltimore, Md.
116,124	.....	Sc.	Southern Pacific,	23.69	22.51	San Francisco, Ca'.
			STEAM VESSELS.			
120,657	.....	St. s	Fidget	39.11	19 56	Marbleh ad, Mass.
140 849	.....	St. s.	Lewis Pulver,	71.70	35 91	New York, N. Y.
91,880	.....	St s.	Mary H. Packer,	97 85	48.93	Perth Amboy, N. J.
106,125	.....	St. bg.	Susie Nttch	658.2	197 68	Suffolk, Va.
			UNRIGG'D VESSELS.			
29 971	.....	C. Bt.	Annie Brockaway,	109.96	104.47	Whitehall, N. Y.
59,424	.....	C. Bt.	Thomas A Lillie,	102 15	97 05	do do

JARVIS PATTEN, Commissioner of Navigation.

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Vessel Agent and Broker,

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Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	²2 10 P M	²2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express.....	²2 15 A M	
No 3, Chicago Express via " ..	²6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ² daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

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Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:40 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m, *9:10 a. m,. *5:05 p. m.

*Daily except Sunday.

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, OCTOBER 28.

PORTAGE LAKE CANALS.

The board of government engineers convened at Houghton, Mich., last week for the purpose of ascertaining the advisability of the government acquiring the Portake lake canals, has performed its duties as far as inspection and survey are concerned, and it now devolves on the lake vessel men interested to present their views in writing, on the utility of the canals, and their reasons. It also devolves on them to see that the congressmen, returned to the next session, thoroughly understand the question and have statistics sufficient to enable them to make a successful issue of the matter. The arguments thus far laid before the board by different associations and vessel owners have been full of force and will doubtless prevail. The question arose in congress during the last session as to whether the Portage lake canals could be regarded as a national improvement, or a merely local one. This question must be combatted, and to this end vessel owners should be diligent. They should not rest with the assurance that as they know the national character of the proposed improvement, representatives to congress from other sections of the country know it, or will be willing to recognize it, without being forced to by a strong array of facts. It is possible to produce statistics, showing that ninety-five per cent of the tonnage passing through the Portage lake canals comes from other states than Michigan, and that consequently other states are equally interested with Michigan in making the canals free to commerce, hence, the canals are of national and not merely of state enterprise. The charges of the canal company are excessive and vessel owners and shippers pay to the company every year a handsome sum in tolls, 3 cents per ton. The burden cannot be removed but by the general government, which should have control of all the waterways on the lakes. The canals should be bought, and $350,000 can not be deemed exorbitant.

At a meeting of the board of managers of the Lake Caraiers' Association, held at Buffalo, October 25, the following letter, which explains itself, was submitted:

HOUGHTON, MICH., October 20.

Francis Almy, Secretary Lake Carriers' Association, Buffalo, N. Y.:

Sir: The board of engineers, constituted by special orders No. 112 headquarters corps of engineers, U. S. Army, August 13, 1886, to examine the Portage lake canals and the water communication across Keweenaw Point, with a view to making them a free passage way, has received the copy of the resolution upon this subject adopted by the board of managers of your association at their meeting held at Buffalo on the 12th inst. In addition to this general expression of opinion the board of engineers desires to obtain from each of the principal persons interested in the navigation of the lakes an expression in writing of their individual views. The board will be under obligations to you if you will communicate with such of your members as are most largely interested in navigation, and request them to address letters at the earliest practicable date to Gen. Henry L. Abbott, Army Building, No. 33 West Houston Street, New York, in which they will give their knowledge and opinions upon the following points:

"1. In what trade they are engaged, whether through or local."

The greater number of the vessel owners interested in the proposed improvement are engaged in the through trade, in grain from Duluth to Buffalo, and in ore from Ashland, Two Harbors, Marquette, and other Lake Superior ports to Lake Michigan and Ohio ports. On account of the tolls and the expense of employing a tug, sailing vessels can not avail themselves of the canal under its present management.

"2. What use is now made by them of the waterway, and of the route outside Keweenaw Point; and why one is used rather than the other."

The Portage canal is now used by all steamers trading to and from Lake Superior whose draft is not too deep to make the passage, those of deeper draft being compelled to round Keweenaw Point. Notwithstanding the tolls exacted these smaller steamers use the canal to save time and to avoid the contrary winds always found at the Point, especially in the spring and fall.

"3. What use would now be made by them of the two routes, and the reasons therefor, respectively, if the canals were improved and the tolls removed."

As has been said above, the canal, in case it was improved to permit the passage of deep draft vessels, would be sought by almost the entire Lake Superior fleet, as the most direct route and much the safest. Not a season passes but several vessels during a storm in trying to make the passage of Keweenaw Point, find the shore or one of the outlying islands and leave their frames to be beaten to pieces by the short chopping seas.

"4. What use would they make of a safe harbor of refuge in this vicinity, whether in Portage lake or elsewhere."

A harbor of refuge at either end of the Portage canal would be the most available on the lakes, especially as there is no convenient harbor or shelter from a storm within one hundred and fifty miles. An excellent harbor could be made at either or both ends of the canal, and if the improvement were completed it would obviate the necessity of constructing the proposed harbor of refuge at Lac la Bel, which is but about thirty miles distant from the entrance to the Portage canal. Lac la Bel would not make the efficient canal that the Portage would, and could not give access to the same number of vessels. At the sams time a vessel, after having found refuge in the harbor at the Portage, could pass on through the canal and continue the voyage coming down, as comparatively quiet water would be found eastward of the peninsula.

"5. What depth and width of canal will be required to accommodate the present commerce of the lakes, with reasons."

Inasmuch as General O. M. Poe has recommended that a new lock should be built in St. Mary's canal, and the canal deepened to at least twenty feet to accommodate the prospective commerce of the lakes, it would be wisdom on the part of the government to make the depth of the Portage lake canal to conform to that depth, viz, twenty feet, and most of the work could be done by dredge, as there are but about thirty feet of rock in the course. This depth would without doubt give ready passage to any vessels likely to be built for the lake trade. For this reason any improvement undertaken by the government relative to the Portage canals should be with the view of accommodating the future growth of lake commerce, both of the number and tonnage of new boats now under way, and to be launched in the spring. Three hundred feet in width, however, which is now necessary, would be sufficient to accommodate the vessels of the future, as the draws of bridges at most of the lake ports preclude the possibility of adding much more beam to the present model. All who know aught of the matter concede that increased lockage facilities at the Sault are at present the most pressing need of the lake shipping, and that the purchase of the Portage lake canals by the United States government is one of the next most important measures.

CAPTAIN W. M. EGAN has forwarded a report to the Lake Carriers' Association recommending that the government be asked to purchase the Sturgeon Bay ship canal. The canal is 7,300 feet long, 100 feet wide, and nearly 14 feet deep. Vessels trading between Chicago and Green Bay ports are saved nearly 150 miles sailing distance, on a round trip, by passing through the canal. The recommendation is based on the belief that it is to the interest of commerce that all waterways should be controlled exclusively by the government.

The schooner Dauntless ran into the wreck of the S. J. Tilden and did slight damage to rail and bulwarks.

[*Vessel Passages Continued from 3d Page.*]

PASSED DETROIT.

DETROIT, Oct. 25.—Passed up, morning—Propellers Conestoga, Badger State, steambarge Missouri and four barges, tug Sumner and barge Michigan, Music and three barges, barge Westford and two barges, propeller W. L. Frost, Albany, tug Moore and schooners H. C. Richards, St. Lawrence.

Afternoon—Propellers Waverly, Empire State, steambarge Langell, consort, and barge S. M. Stephenson.

Morning, down—Steambarges J. H. Devereux, S. Shepherd, W. H. Barnum, propeller Juniata, barge Fred Mercur, tug Oswego, steambarge Bay City and two barges, Passaic and barges, Progress, Lowell and three barges, Germania and four barges.

Afternoon—Barge P. H. Birckhead and four barges, D. F. Rose and three barges, schooner Home, propeller Arabia.

DETROIT, Oct. 26.—Passed up, morning—Tug Swain and schooners L. A. Law, Pensaukee, Colton and one barge, Porter, Oswego and schooners Angus Smith, Consuelo, barge Calumet and consort, H. E. Packer, Superior and consort.

Afternoon—Steambarge Belle Cross and four barges, Juno, tug River Queen and two barges, steambarge S. J. Macy and consort, Abercorn.

Morning, down—Tug Champion, and schooners Parana, Joseph Paige, tug James Reid and schooner John Schutte, steambarge C. Tower, Jr., and consort, Hecla and consort, Chauncey Hurlbut and consort, C. F. Curtis and three barges.

Afternoon—Propeller India, barge Veronica, tug John Martin and schooner Nassua, Sweepstakes and schooners Thos. L. Parker, Oliver Mitchell, barge E. B. Hale, consort, and schooner L. Hanna, Canisteo and three barges, tug Crusader and schooners C. Foster, Moonlight, D. Stewart, D. G. Fort, propeller Russia.

DETROIT, Oct. 27.—Morning, up—Tug Champion and schooner J. I. Case, barge Nipigon and consorts, propeller Arctic and barge Huron City, Colonial and consort, tug Crusader, barge Egyptian, consort, and schooner Charles Wall, tug M. Teller and barge Waverly.

Afternoon, up—Propellers Pacific, Starucca, tug Charlton and schooner Huron.

PASSED PORT COLBORNE.

PORT COLBORNE, Oct. 25.—Passed up—Schooner Huron, St. Catharines to Detroit; steambarge Abercorn, Charlotte to Detroit; Pacific, Ogdensburg to Chicago.

Down—Schooners J. R. Noyes, Chicago to Oswego; A. Y. Emery, Cleveland to Allanburg; G. C. Finny, Chicago to Oswego; Jennie White, Toledo to Ogdensburg; Jennie Mathews, Chicago to Ogdensburg; steambarge S. C. Baldwin and barges, Pequaming to Ogdensburg; propellers Canada, Duluth to Kingston; St. Magnus, Washburn to Kingston.

PORT COLBORNE, Oct. 26.—Passed up—Schooner John Magee, Oswego to Sandusky; W. R. Taylor, Kingston to Cleveland; Oliver Mowatt, Kingston to Cleveland; A. L. Andrews, Charlotte to Detroit; Hoboken, Oswego to Detroit; steambarge Clinton and barge Grimsy, Kingston to Toledo.

Down—Steambarge D. D. Calvin and barge, Toledo to Kingston.

THROUGH THE SAULT.

SAULT STE MARIE, Oct. 25.—Morning, down—Propeller India, steambarge James Pickands.

Morning, up—Steambarge Havana, schooners Genoa, Helena, steambarge R. A. Packer.

Afternoon—Steambarge Australasia, and schooner Polynesia, steambarge Cuba, and schooner Donaldson, propellers Northerner, Ste Marie.

SAULT STE MARIE, Oct. 24.—Morning, down Propellers St. Louis, Nyles, City of Duluth, steambarge Minneapolis, schooner Wm. McGregor, steambarge R. J. Hackett, Susan E. Peck.

Afternoon—Propeller Alberta.

Morning, up—Tug Mystic, schooner E. R. Williams, propeller Fountain City.

Afternoon—Steambarge Iron Chief, and schooner Iron State, steambarge Wallula, schooner Wayne, Minnehaha, steambarge Bessemer, schooner David Vance, steambarge C. H. Starke, propellers Empire State, Badger State, steambarges Smith Moore, J. H. Farwell, schooners J. H. Rutter, Jeremiah Godfrey, propeller Peerless.

THROUGH THE STRAITS.

MACKINAW CITY, Oct. 25.—Morning, down—Nothing.

Morning, up—Propeller City of Grand Rapids, H. J. Jewett, Isaac May with three barges, Chicago, Alaska, schooner Seaman, C. C. Trowbridge.

MACKINAW CITY, Oct. 26.—Morning, down Propellers Oceanica, John Pridgeon, Clarion.

Morning, up—Propellers Syracuse, T. S. Faxton.

Afternoon—Propeller Albany.

SAULT STE MARIE, Oct. 26.—Morning, down—Steambarge Escanaba.

Afternoon—Propeller Roanoke, steambarge Ohio.

Morning, up—Propeller Scotia, schooner Craftsman.

Afternoon—Propeller Remora.

MACKINAW CITY, Oct. 27.—Morning, down—Propellers Lycoming, New York, Nebraska and consorts.

Morning, up—Propeller Walter L. Frost, Waverly, Conestoga, Thos. W. Palmer and consort, Wm. Chisholm.

Afternoon—Steambarge J. H. Outhwaite with schooner.

U. S. ENGINEER OFFICE,
25 HONORE BUILDING,
CHICAGO, ILL., October 15, 1886.

SEALED PROPOSALS will be received by the undersigned and opened at 12 o'clock, noon, Tuesday, November 16, 1886, for the sale and delivery to the United States of a steam tug boat for use at Chicago harbor.

For further information apply at this office.

W. H. H. BENYAURD,
Major Engineers, U. S. A.

THE editor of our esteemed contemporary, the Mechanical Engineer, has found a mystery in the MARINE RECORD.

He asks what kind of a beast an untamable bear is. Answer.—An untamable bear is a beast that finds a typographical error in a newspaper and makes much ado about it.

NOTICE TO MARINERS.

UNITED STATES ENGINEER OFFICE,
DETROIT, MICH., Oct. 25, 1886.

On October 30, the upper range light on Bois Blanc island, Detroit river, will be moved 4 degrees and 18 minutes to the eastward from the lower light.

Two light boats will be placed on the western edge of the new channel at Lime Kiln crossing, Detroit river, and a temporary range line will be established above Amherstburg, showing white and black targets during the daytime, and at night a white light in front and a red light in rear, indicating the center line of the channel to its intersection with the Bois Blanc island range.

O. M. POE,
Lieut. Col. of Engineers, Bvt. Brig. General, U. S. A.

THE CLEVELAND DRYDOCK COMPANY.

[INCORPORATED.]

To Vessel Owners and others interested in the Marine Business.

The firm of Presley & Company, owners and operators of the Globe Drydock and Shipyard have incorporated under the name of the Cleveland Drydock Company, Presley & Company's Globe Drydock and Shipyard, with all things connected therewith, have been transferred to the new company together with all rights of the firm in accounts, claims, etc. The Cleveland Drydock Company has assumed and agreed to pay all debts, and perform all contracts and obligations of Presley & Company.

All persons indebted to Presley & Company will make payment to the Cleveland Drydock Company, at its office, 95 Elm street, Cleveland, O., and all indebtedness of Presley & Company will be paid by the Cleveland Drydock Company.

The new company is composed of the members of the firm of Presley & Company, viz:

George Presley, president.
Robert Wallace, vice-president.
John B. Cowle.
John F. Pankhurst.
Henry D. Coffinberry.

Mr. Frank Wright is secretary and treasurer of the new company. The Globe Drydock will hereafter be known as the Cleveland Drydock.

With congratulations on the improvement of business generally, and asking a continuation of your friendship and patronage, we are Very Truly Yours,

PRESLEY & COMPANY.
THE CLEVELAND DRYDOCK COMPANY.
By GEORGE PRESLEY, President.

Cleveland, O. October 14, 1886.

[*Around the Lakes Continued from 1st Page.*]

GODERICH.

The schooner E. W. Rathbun, with coal, went ashore near here during a heavy gale last Thursday night. The captain and crew clung to the rigging until daylight when they were rescued by a government life boat. The vessel went pieces.

The schooner York State, grain laden from Chicago went ashore on Giant's Tomb, Georgian Bay. She is resting easy and can be released. The vessel is owned by A. J. Sheel, of Chicago, and valued at $8,000. Insured for $6,500 and cargo for $7,200.

CHEBOYGAN.

In addition to the wrecking companies now here the Pridgeon wrecking lighter, with a complete apparatus, has arrived and been stationed in the straits for the balance of the season, making three of the strongest wrecking combinations on the entire chains of lakes.

MUSKEGON.

Edwin W. Pearl, second engineer of the barge J. H. Pauly, was tripped into the hold by the lurching of the steamer in a heavy sea while entering this port light from Milwaukee. His head was terribly crushed, and he lived but an hour. The deceased shipped with Captain Johnson on Saturday morning.

LORAIN.

The scow Mary Garrett, in attempting to enter this harbor, struck the west pier, causing her to leak badly. The tug Maytham towed her to the lime kiln dock above the bridge shortly after, where she sank in eight feet of water. She is loaded with limestone consigned to Canal Dover, O. The Mary Garrett was recently acquired by Captain Peterson in exchange for his interest in the Foster.

BAY CITY.

Boats are in great demand. A movement on the part of the owners, begun on Saturday, to secure an increase in freights has resulted successfully, an advance of 25 cents having taken place. Rates are now quoted: Bay City to Buffalo, $2.75; to Ohio ports, $2.25. These are the highest rates since 1881, and the prospects are that they will rise an additional 25 cents before the season closes.

MILWAUKEE.

Special to the Marine Record

The steambarge D. M. Wilson and consorts Chester B. Jones and Manitowoc, recently ashore at Mackinaw, came into this port Monday morning to procure coal for the steampump on the Manitowoc. The Manitowoc, from general appearances, seems to be in pretty bad shape, while the Jones and Wilson do not appear to have suffered so badly. Captain Lane, owner of the fleet, is on board, and speaks very highly of the wrecking tug Leviathan, and also of her master, Captain Thorp, who he seems to think is the right man in the right place. In fact, vessel men unite in saying that the Leviathan has done remarkably good work this season. Her motto now-a-days is quick work, and her captain sees that she does it, and as that is what vessel men want, she will certainly manage to get her share of the work.

The steambarge Josephine is in drydock at the Milwaukee Shipyard Company's yard for some minor repairs.

At Wolf & Davidson's yard the steamer Ballentine is in dock to have her butts calked and slight repairs to her stern bearings. Captain Tinney is in his usual jovial condition. The scow Green Bay was docked Wednesday for feeling of fishermen's shoals. Scow Supply for damages sustained in the recent gale.

Wolf & Davidson's new barge is being pushed rapidly along, and is the admiration of vessel men generally. Butler is as happy as a boy with a pair of red-topped boots, and makes things hum. W. H. Wolf is recovering from his injury, and shows up at the shipyard every day. Mr. Thomas Davidson has been slightly under the weather for the last few days, but is improving now.

Captain Dennis Sullivan adorns the pilot house of Starke's new barge, the Veronica, like a statue of Ajax defying the lightning, and says she is the best boat afloat. Her owners are patting themselves on the back (all but Fred Starke; he is so fat that he can't; Meyer does it for him), and consider her a No. 1 investment.

Milwaukee has almost regained her old-time prestige as a grain shipping port this season. CAPTAIN KIDD.

BAY CITY.

Special to the Marine Record.

The differences existing between the longshoremen's assembly 4049 and the Saginaw Valley longshoremen's union, which caused so much trouble recently among vessel men, loading along the river, were not settled by arbitration at a meeting called for that purpose. The Valley union conceded every point in dispute except one which was that every member wear a monthly tag of the union, so that the members could distinguish each other when working. There was no question of wages in dispute, no opposition from vessel men particularly, and the members of 4029 were receiving union wages, but were not willing to support the union which established them. It is not to be wondered at that bitter feelings existed among the men when no settlement could be made. It was decided to fight it out by not working with them or loading any tow that employed them. This action of the Valley union caused the wiser heads to call a meeting on Wednesday last, and after some discussion it was resolved that the members of 4029 apply in a body for admission to the Valley union upon any terms said union would be willing to grant, having decided that further opposition was useless, as they had fought the contract system one year and accomplished nothing.

The tug Tom Dowling with the barge Matilda, which was sunk in the harbor at Sand Beach, has arrived and will be repaired at once at the Bay City drydock. The Dowling did a remarkably fine and quick job though not fitted out for such purposes. The wrecking company asked $1,000 for their services, but in this case they did not get "the earth."

The tug Record and tow brought up stone this trip, and loaded lumber at Tawas for Ohio ports.

The barge R. Martin is to receive her rebuild at Black River this winter.

Charlie Smith, a well-known lumber inspector, of this city, choked to death Sunday night with quinsy. He was thirty years of age, and had many friends among vessel men.

It is expected that Captain Armstrong's new passenger steamer will be launched next week. She will be towed to Saginaw where her compound engine will be put in by A. F. Bartlett & Company.

At Wheeler's shipyard, West Bay City, there has been laid the keel for a large steam craft for the Gratwick, Smith & Fryer Company, of Tonawanda. She will be 265 feet long, 40 feet beam, and 22 feet depth of hold. She will carry four spars and triple engines of the following dimensions of cylinder, 20x30 and 32x46. Steam will be supplied from two steel boilers 10 feet shell by 11 feet long; thickness of shell 15 16ths of an inch, capable of carrying 150 pounds of working pressure. The keel of another craft will be laid next week of the exact dimensions of the one described above for David Whitney, Jr., of Detroit. The cost of both boats when completed will be $150,000 each, both vessels to be completed by the opening of navigation in the spring. They will be used in the grain and iron ore trade. SHAW.

DETROIT.

Captain Grummond, while in Chicago, bought the schooner A. G. Morey from the Union Insurance Company on private terms. The A. G. Morey registers 302 tons and was built at Chicago by Miller in 1861. The Morey was wrecked at Bailey's Harbor in 1882. She was then valued at $8,000. Grummond was employed by the underwriters to release the vessel, and she was taken to Chicago in bad condition. The wrecking bills amounted to about $8,000, and the underwriters expended about $6,000 in repairs. She was then tendered to the original owner, who refused to accept the vessel, claiming that her damage amounted to a constructive total loss. The underwriters contested the claim, but the courts decided against them. Since then the vessel has been lying idle in Chicago harbor. She cost the insurance company not less than $20,000. Grummond declines to state how much he paid for her, but Grummond is not noted for paying more than a vessel is worth. She will leave for Escanaba to load ore. Captain Wilson is her master.

A dispatch from Port Huron says the schooner M. A. Muir was towed back from Lake Huron in a leaking condition and will be docked there for repairs.

The Lake Superior Transit Company's steamer James Fisk, Jr., struck a log near Trenton. She will go into the Detroit drydock to stop a leak.

The steambarge William Rudolph, with a tow of two barges, the D. H. Keyes and H. S. Walbridge, all loaded with Norway bill stuff consigned to Wood, Jenks, & Company, Cleveland, reached Lake St. Clair about 4 o'clock Sunday morning. When abreast of Grosse Point the wheelsman of the Rudolph discovered flames issuing from the hold near the smokestack. He at once awoke Captain Geo. Ryan, and the latter, with the crew, commenced the task of fighting the fire. It spread so rapidly, however, as to prevent the use of the steam pumps, and finally the engineer and fireman were compelled to abandon their posts to save their lives. Realizing that he would not be able to extinguish the fire Captain Ryan signaled the steambarge Cleveland, which came alongside the burning vessel. The captain of the Cleveland considered that the only way to save the Rudolph was to sink her, and he adopted a novel way to accomplish the desired end. The Cleveland steamed away from the burning craft and then came up behind her at full speed. She struck the Rudolph a heavy blow and stove a large hole in her below the water line. The Rudolph filled in a short time and gradually her stern sunk until it struck bottom. The crew were perched on the bows of the half submerged craft, the forward part of which stuck out of the water to the hight of an ordinary lighthouse. The fire, which it was supposed had been extinguished, broke out anew and extended to the forward deck load, and the captain and crew were compelled to take to the barges for safety. About 8 o'clock the Mills line tug Hercules came up and from that time until nearly 11 o'clock Captain Maurice Barrett and the crew of the tug worked hard to get the fire under control and finally succeeded. The Hercules then brought the crew of the Rudolph and the two barges to this city, and Captain Ryan notified the owners of the Rudolph of the accident that had befallen her. The upper works of the Rudolph are entirely distroyed, besides which her hull is badly damaged by fire and the blow from the Cleveland. However, as she is about half out of water it is thought that she can be raised without much trouble. Her cargo, consisting of 175,000 feet of Norway bill stuff, valued at about $17,500 and consigned to Wood, Jenks & Company, Cleveland, was uninsured. The Rudolph was owned by W. G. Van Auken, of Saginaw. She was built at Mt. Clemens in 1880 by Hall & Kent. The craft was lengthened in 1882, rated A2, and measured 268 tons. She was valued at $20,000, and insured in the hull pool for $15,000. It is quite probable that an effort will be made at once to raise her.

At the regular meeting of the Detroit Yacht Club held Monday night the following officers were elected for the ensuing year: Commodore, George Newberry; Vice-Commodore, E. F. Bates; Rear-Commodore, Rollin J. Daly; Secretary, Thos. H. Lynch; Measurer, Chas. N. Jones; Executive and Regatta Committee, Chairman, Andrew C. Kramer, R. Z. Rousseau, Will Beckett, Ed. J. Metzen, Thos. Reeves.

The Detroit Fire & Marine Insurance Company pays up promptly. The schooner George M. Case sunk a week ago last Thurday, and just one week afterwards the company paid a policy of $3,500 on the vessel.

The schooner D. Provost has been replevined by Christian Stein, of Huron, O., and tied up at Alpena pending her sale. E. W. Donovan, of this city, is her owner.

SAULT STE. MARIE.

The barge Eureka broke loose from her tow and foundered in Lake Superior on the 20th inst., ten miles White Fish Point and five miles from shore in seven fathoms of water, abreast of life saving station No. 9. From present information all hands are lost. Had any of the crew been rescued information would without doubt have been received at this place. Several steamers have passed the wreck and would have brought the survivers down either from the wreck or White Fish Point had there been any. The vessel's foremast and main mast are above water. She was ore laden from Marquette and in tow of steambarge Prentice. The Eureka is 137.5 feet keel, 25.9 feet beam, 11.5 feet depth and registered 313.54 net tons. She was built at Trenton in 1873 and owned in Detroit.

The News says the small steam yacht Elizabeth, owned by the Lime Island Company foundered in 54 feet of water in Mud Lake on the 20th inst. during a heavy gale from the north west. Her crew and two passengers reached shore in a small boat. Mrs. Banks and little son, of Stevenson, the pasengers, were saved by Edward White the engineer, White hanging on to the cabin with one hand and holding Mrs. Banks and her son above water with the other. They remained in that position, until they were rescued by two men named Louis Linney and Everette S. Todd, who went to the rescue with a small boat from the shore. Diver Goodreau has gone to raise the wreck.

Schooner E. C. Hutchinson, in tow of the tug Samson, bound down on the19th inst., while entering the canal collided with the north pier, carrying away all her head gear, jibboom, bowsprit, bob stays and dolphin striker. The wreckage had to be cleared away before the vessel could leave the lock chamber.

PORT HURON.

The schooner M. W. Page ran into the barge Saginaw, in tow of the propeller Missouri, on Lake Huron, at 7 a. m. the morning of 20th. The Saginaw's port bow is badly stove in. She arrived here last night water logged.

The schooners J. R. Pelton and Nett Woodward collided on Lake Huron. The bowsprit and foretopmast are gone from the Pelton. The mainsail of the Woodward is carried away.

The schooner M. A. Muir was towed back from Lake Huron in a leaking condition. She will be docked here for repairs. The damage to the barge Saginaw will amount to $2,500.

The schooner S. J. Tilden was sunk Thursday night just below this city by the propeller Arabia. The Tilden was at anchor near the American side, abreast of the Beard residence, and the J. S. Fay towing the Rhodes was picking the Tilden up. The Fay blew two blasts to the Arabia, who answered with two and passed the Fay and Rhodes, striking the Tilden at the forward beam of the center board box. She went to the bottom in seven minutes. There are three large holes in the Arabia's iron hull on the starboard bow, and one on the port bow. Her forward compartments are full of water. She has a full load of flour and bran, which was unloaded here. The Tilden has 1045 tons of ore in her. She lies one mile below Port Huron and in a very dangerous position. There will be two bright lights placed on the Tilden's fore mizzen rigging at present. Her crew had barely time to escape. They are here and all right. All tows are cautioned to keep west and to the Canadian side from the Tilden.

ASHTABULA HARBOR.

The fireman of the propeller Outhwaite disappeared three days ago, and has not been heard from since. He gave some money to a watchman for safe keeping, went ashore, was gone but a short time, came back, and was last seen reading in the engine room. As his clothing, and money are still on board, and he being a man of steady habits, there is considerable anxiety as to his whereabouts.

CLAYTON.

Special to the Marine Record.

The loss of the schooner Belle Mitchell on Lake Erie, with the entire crew, cast another gloom over our village. Many days after the gale we had hope that she might be under shelter where they could not communicate with anyone, but as the days flew by and no tidings of the missing vessel were received, we lost hope. The loss of the whole crew, and the captain and his sister and two brothers-in-law makes many vacant chairs in one family. Mr. Xevier Colon, of this port, lost a son. The rest of the crew was unknown here. We remember full well, four years ago, we were looking for the schooner Folger when the sad news reached us that she had foundered with her crew. We did not look for another such case so soon.

The causes of the last storm proving so disastrous to many vessels were poor canvas, overloading, and going to sea with the storm signals flying, and the result should teach captains and vessel owners more caution in the future. It would be well for vessel owners to provide their vessels with oil, to use in running before a gale of wind, with which, if the vessel did succumb to the waves, the crew might, by the use of oil, reach some port of safety.

Mr. William Rusho, brother to Captain Rusho, has gone to Dunkirk to search the beach from there to Erie, in hope of finding the remains of his brother, sister, and brothers-in-law. Up to date we have been unable to learn of any success.

The steamer John Thorne will be hauled out, and get a general overhauling this winter.

The steamer Maynard has gone into winter quarters.

To the readers of the MARINE RECORD we are sorry to say that with this issue we sever our connection as correspondent, as we leave Clayton after the 1st of November, and make our future home in California. We have, for the past two years, tried to give the readers of this valuable paper the latest marine news from this port and what was transpiring on the St. Lawrence river. Let the good work go on, and when we read the RECORD on the Pacific coast we shall have the same interest in the news of the lakes. And to the editor of the MARINE RECORD, we say, go on with the good work you have commenced and may you prosper. Your new correspondent will perform his duty, and give you the latest news. I step down and out with best wishes to you all. I bid you good bye. J. T. BENJAMIN.

DULUTH.

Mr. Armstrong has sold the fire tug to Captain Inman, who will hereafter have charge of the boat.

Steambarge Siberia collided with the draw of the Northern Pacific bridge across the St. Louis river Sunday, knocking a big hole in her starboard bow.

The Anchor line steamer Winslow, with passengers and freight, was picked up about ten miles from here, drifting at the mercy of the wind and waves before a strong northwester. The local agent will give but little information. She was brought in here and will be surveyed.

The Ward line propeller Osceola, Captain Campau, took fire last Thursday while unloading brick in slip No. 1. The flames spread rapidly, and soon ran fore and aft. Captain Inman's fire tug, the Duluth fire company, and seven other tugs and ferry boats were instantly upon the scene of the fire, and over a dozen streams were turned in upon her. The thick smoke from the slackened lime was a great hindrance. She has been scuttled and now lies on the bottom of the slip, listed to port. It is thought that her cargo will be a constructive total loss. All decks and upper works are totally destroyed, and rigging much burned. The amount of the damage will be probably $10,000. She will doubtless be taken to Detroit to be repaired. The Osceola was built at Bay City in 1882 and registered 980 tons She was owned by the Ward Lake Superior Transportation Company, was valued at $60,000, and had been running between this port and Buffalo since she was built.

GREEN BAY.

The propeller W. L. Brown, with a cargo of ore from Escanaba to Depere, Wis., sprung aleak and was sunk in seventy-six feet of water off Peshtigo. Captain F. W. Spafford and the crew hurriedly escaped by means of the small boats. She had formerly sailed under the name of Neptune. The W. L. Brown was built in 1880 by Johnson, of Green Bay, where she is also owned by the National Furnace Company. She is 140 feet keel, 28 feet beam and 13 feet depth of hold, registered 336 tons, and valued at $22,000. Chicago underwriters have $18,000 insurance on hull and $2,500 on cargo.

MARITIME LAW.

THE HERCULES—WHARFAGE—LAPPING OVER OF STEAMER LYING AT ADJOINING WHARF.

District Court, E. D. Michigan. June 17, 1886.

Under the statute defining "wharfage" to be the "lying immediately in front of or attached to any wharf, etc., so as to prevent the use of any portion of such wharf, * * * with or without the discharge of freight or passengers across such wharf," held, that the lapping over of a steamboat lying at an adjoining wharf was an occupation within the meaning of the statute, though no actual use were made of such wharf.

In Admiralty.

The libel charged the tug with making use of libelant's wharf, in the city of Detroit, during the months of September and October, 1884. The answer denied the use of the wharf as charged in the libel, and averred that respondent had the use of the wharf at the foot of Bates street, next above the wharf of the libelant; that occasionally, when vessels were unloading or lying at the wharf next above Bates street, they would tail down or lap somewhat the wharf used by respondent; that respondent, for the convenience of his vessels, when there were no vessels lying at libelant's wharf, would allow his tug to drift down and lap the wharf of libelant; and that occasionally, when the wind was strong down stream, the current may have carried his tug down until she lapped the wharf of libelant; and that this was the only way he had used libelant's wharf. He further averred that said drifting down and lapping over never resulted in any inconvenience, expense, or loss to libelant; that, having steam up all the time, respondent had always been ready to move his tug, and always has moved, her, and left unobstructed the entire portion of libelant's wharf, upon the approach of any vessel to land thereat; and submitted that such use of the wharf did not constitute wharfage for which a lien was given, either under the maritime law or the law of the state. The evidence showed that the owner of the tug was served with notice, both oral and written, that the tug should cease using the libelant's wharf, upon penalty of paying wharfage.

James H. Brewster, for libelant.

J. W. Finney, for claimant.

Brown, J.

As to whether the tug was actually moored to and made use of libelant's wharf for the accommodation of her gang plank, the evidence is very conflicting. The testimony of the witness Culver, who was employed by libelant to make a note of the hours during which the Hercules lay at his wharf, leaves it somewhat uncertain how many times she lay there with her whole length. Indeed, his testimony is not absolutely inconsistent with that of the master of the tug, and the other witnesses, that she actually made use of the wharf but once. At least there is no such preponderance of testimony in favor of the libelant, or such certainty as to the number of times she made use of the wharf, as would justify a decree against the tug upon that basis.

The question, then, is clearly presented whether, under the statute of this state, there is a lien for such occupation of a wharf as consists in lapping over from an adjoining wharf. In this case the wharf used by the tug at the foot of Bates street was but 50 feet in length, while the tug was about 80 feet long, so that it was impossible for her to lie there without projecting considerably over the line of libelant's wharf. Such use would clearly not give rise to a claim for wharfage by the general maritime law, which requires that the vessel shall make use of the wharf for the purpose of loading or unloading goods or passengers in order to be subjected to a lien. *Ex parte Easton*, 95 U. S. 68; the Gem, 1 Brown, Adm. 37. But by the statute of this state every water craft of above five tons burden, used or intended to be used in navigating the waters of this state, is subject to a lien thereon "for all sums due for wharfage, anchorage, or dock hire, including the use of drydocks. The lying immediately in front of, or attached to, any wharf, dock or pier within this state, so as to prevent the use of any portion of such wharf, dock or pier by other water craft, with or without the discharge of freight or passengers across such wharf, dock, or pier, after a notice to leave, shall be evidence of an agreement to pay for such use, whatever the same may be worth." More sweeping language could hardly have been employed to indicate the intention of the legislature to charge the vessel with a claim for wharfage whenever she lies in front of any portion of a wharf. In the case of the Tecumseh, decided in 1881, I held the statute broad enough to include the case of lapping over, and I have since had no reason to change my views. If the argument of the respondent be sound, then a vessel may continue for years to enjoy the benefit of a wharf to the extent of half or two-thirds her length without compensation; and this is shown to be the actual fact in this case.

I have no criticism to make of the Original Hartlepool Collieries Company v. Gibb, 5 Ch. Div. 713. In this case it was held that a riparian owner had a right to moor his vessel alongside of his wharf for the purpose of loading or unloading, at reasonable times, and for a reasonable time; and that the court would restrain, by injunction, the owner of adjoining premises from interfering with the access of such vessel, even though the vessel might overlap his own pemises. In this case the defendant, owning the wharf adjacent to that occupied by the plaintiff, placed rafts of timber in front of his wharf in such a way that plaintiff's vessel could not obtain access to his own wharf, as his vessel was so much longer than the wharf that he was obliged to lap over upon defendant's wharf. It was held that he had a right to do so. I have no doubt of the correctness of this ruling, and would enjoin a party from interfering with the use of an adjoining dock in this way, subject, under the state statute, to the payment of a reasonable compensation for the use of such dock. There seems to have been a custom on the Thames for wharf owners to use each other's wharves for overlapping their vessels without compensation, but in this state the language of the statute is so explicit I see no way of avoiding the inference that a person desiring to use a dock in this way is bound to pay a reasonable compensation after notice to quit. The projection in some cases may be so trifling, or continue for so short a time, as to be unworthy of notice, but where a vessel habitually, and in defiance of notice, makes use of a wharf in this way, I think the owner of the wharf, under the statute, is entitled to compensation.

While the vessel would not actually be in the way of another desiring to use it, and be of no injury to the wharf, its presence is very likely to deter other vessels from going there. The numerous cases arising in the state of New York, of which Taylor v. Atlantic Mut. Ins. Co., 37 N. Y. 275, is an example, are equally inapplicable, since the New York statute allows a claim for wharfage only in cases where the vessel uses or is made fast to a wharf.

There was no technical notice to quit in this case, but there was a general notice that, if respondent's tugs continued to make use of the wharf, libelant would exact compensation. The object of the statute being only to apprise parties that a claim will be made for wharfage, I do not think the notice need necessarily be in the exact form of a notice to leave. There is, however, no testimony in this case which can serve as a basis for awarding damages, and there must either be a decree for nominal damages, or a reference to a commissioner to assess the same.

THE LIME KILN CROSSING.

On recommendation of General O. M Poe, who has the supervision of the improvements of the channel of the Detroit river at Lime Kiln crossing, the chief of engineers of the army will include in his report to be sent to congress at its next session by the secretary of war, a recommendation for an important modification of the plans of government work at the point named. Originally the channel at Lime Kiln crossing could not be depended upon for more than thirteen feet of water, the ordinary depths being much affected by the direction and force of the wind.

As originally projected in 1874 the improvement at this point was to consist of a curved channel three hundred feet wide, with a uniform depth of twenty feet, and the estimate was based upon this project.

In 1883 it was wisely determined to modify the project in such manner as to secure a straight channel, the least width of which should be three hundred feet, with a somewhat greater width at each end, utilizing the work already done.

This constitutes the project now approaching completion, under a contract to be completed by November 30, next.

Throughout the whole of the year the contractors have diligently pushed the work, day and night, whenever the season would permit. The same energy has characterized the operations under this contract from the very beginning and demonstrates the fact that the time originally designated for doing the work was too short. The total of work done to June 30, 1886, is as follows: Area completed, 633,780 square feet; area drilled and blasted, 96,072 square feet; area dredged but not cleaned, 1.312 square feet; solid rock removed, 65,312 cubic yards; loose rock removed, 898 cubic yards.

There remains to be removed under this contract a quantity of solid rock estimated at 4,092 cubic yards when the channel as modified in 1883 will have been completed.

Last April the upper range light on Bois Blanc island was moved four degrees and eighteen minutes to the westward from the lower light, thus marking the new temporary channel and leading vessels clear of the working plant and giving them a half foot greater depth of water. Since that time several collisions have occurred, although the twenty-foot channel was utilized for more than half its extent, a fact which shows that the width of three hundred feet is insufficient.

In his last report the chief of engineers presented an argument in favor of an increase of width to four hundred feet. In his report for the year he will say: 'The experience gained meanwhile demonstrates the propriety of such increase, but I now desire to modify my recommendation in regard to the matter by proposing that the additional one hundred in width be gained entirely on the western (American) side, instead of fifty feet on each side. Examinations made since my former report show that the increase in amount of excavation will only be about 1,767 cubic yards, and that, because of the more favorable conditions, it ought not to cost any more than would the divided excavation. Therefore no modification of the estimate of $168,000 is necessary.

"Another reason for preferring that the additional excavation should be made entirely on the western side of the cut arises from the fact that since beginning the use of a portion of the new channel it has been found that the set of the current is strongly toward the eastern side. Including the additional work proposed, the ultimate cost of the improvement will be only a little more than half the original estimate for the canal channel, three hundred feet wide, and but little more than the loss by detention and damage to vessels by striking here within the last six years, the money value of which has been over $50,000.

"Being satisfied that no better application of that amount of money could be made, I earnestly commend the proposition to the proper authorities, and, so far as I may properly do so, urge the appropriation of the entire sum of $168,000 at one time, in order that the whole work may be included in one contract. At the same time I beg leave to invite attention to the fact that the project now in progress will be completed with the funds at present available. The improvement benefits no local interest. On the contrary, it is national in its character, the states of New York, Pennsylvania, Ohio, Illinois, Wisconsin, Iowa and Minnesota, and Montana and Dakota being more directly benefited by it than is the state of Michigan, upon the borders of which it is situated."

The original estimate of the probable cost of the work was $1,206,500. The amount appropriated, which will suffice for completion of present project, $535,000. Actual cost of present project less than the estimate, $671,500. Estimated cost of proposed increase of one hundred feet in width of the channel, $168,000. Cost of the channel now proposed less than the original estimates for the narrower channel, $503,500.

A NEW PUBLIC ELEVATOR.

Arrangements have been completed for the erection of a new public grain elevator in Port Huron, to be completed in time for the trade of 1887. It will be located in the Chicago and Grand Trunk yards, south of the freight sheds. Papers signed by General Manager Hickson, of the Grand Trunk, have been received here approving the project, and $100,000 capital has been subscribed, of which five per cent is already paid in.

It is not the intention of the company building this elevator to enter into competition with the owners of private elevators in the grain trade, but to provide a public elevator so that present grain dealers may increase their business, and also meet the requirements of the Grand Trunk system of railway. It will be practically under the control of the Chicago & Grand Trunk railway company, and will be open to all on equal terms. More grain storage room is already greatly needed at this point, and as it is evident that the future grain trade of Port Huron is to be practically unlimited, this demand must steadily increase. It is expected that large quantities of grain will be brought here from Duluth when facilities are provided for handling it.

The new elevator will have a storage capacity of 500,000 bushels, with room for extensions to double or treble this capacity. It will be able to load or unload to and from vessels 10,000 bushels an hour, or to unload one hundred cars a day. It is to be a first-class building in every respect, such as the growing grain trade of Port Huron will soon require.

The aggregate storage capacity of the elevators already built in Port Huron is about 450,000 bushels, and the elevators at Sarnia can store 150,000 bushels. The new elevator will increase the storage capacity in Port Huron to nearly 1,000,000 bushels. Detroit, with elevators alrerdy built and in process of construction, has a storage capacity of 3,400,000 bushels. There is no good reason why the grain trade of Port Huron should not equal that of Detroit within the next ten years, and require as great storage capacity and equal facilities for handling.—*Port Huron Times.*

The board of directors of the newly-incorporated Lake Superior Drydock Company will start for Lake Superior Saturday for the purpose of selecting a site for the drydock they intend building. They expect to complete their arrangements before the close of next week, and just as soon as the location is decided upon the work of building the dock will be begun. A strong pressure is being brought to bear on the company with a view of having them locate at Ashland, but it is not likely that the commercial interests of Duluth will permit the company to locate anywhere except at its own thriving port if it can be helped. The Duluth papers recognize the importance of having the dock established there, and are urging the board of trade and business men generally to make an earnest effort in that direction.

TACKING SHIP OFF SHORE.

The following lines, which have been going through the press of the country for a number of years without a master, have, during that time, lost much of their beauty and pertinence. Last week the Nautical Gazette repaired them by replacing the technical terms, and they now appear in their pristine beauty:

The weather leach of the topsail shivers,
The bowlines strain and the lee shrouds slacken,
The braces are taut and the lithe boom quivers,
And the waves with the coming squall cloud blacken

Open one point on the weather bow
Is the lighthouse tall on Fire Island head;
There's a shade of doubt on the captain's brow,
And the pilot watches the heaving lead.

I stand at the wheel and, with eager eye,
To sea and to sky and to shore I gaze,
Till the muttered order of "Full and by!"
Is suddenly changed to "Full for stays!"

The ship bends lower before the breeze,
As her broadside fair to the blast she lays;
And she swifter springs to the rising seas
As the pilot calls "Stand by for stays!"

It is silence all, as each in his place,
With the gathered coils in his hardened hands,
By tack and bowline, by sheet and brace,
Waiting the watchword impatient stands.

And the light on Fire Island head draws near,
As trumpet winged, the pilot's shout
From his post on the bowsprit's heel I hear,
With the welcome call of "Ready! About!"

No time to spare! It is touch and go,
And the captain growls "Down helm! hard down,"
As my weight on the whirling spokes I throw,
While heaven grows black with the storm-cloud's frown.

High o'er the knight heads flies the spray,
As we meet the shock of the plunging sea;
And my shoulder stiff to the wheel I lay,
As I answer, "Ay, Ay, Sir! Helm's a-lee!"

With the swerving leap of a startled steed
The ship flies fast in the eye of the wind,
The dangerous shoals on the lee recede,
And the headland white we have left behind.

The topsails flutter, the jibs collapse
And belly and tug at the groaning cleats;
The spanker slaps and the mainsail flaps,
And thunders the order, "Tacks and sheets!"

'Mid the rattle of blocks and the tramp of the crew
Hisses the rain of the rushing squall;
The sails are aback from clew to clew,
And now is the moment for "Mainsail haul!"

And the heavy yards like a babe's toy,
By fifty strong arms are swiftly swung;
She holds her way, and I look with joy
For the first white spray o'er her bulwarks flung.

"Let go and haul!" 'tis the last command,
And the head sails fill to the blast once more;
Astern and to leeward lies the land;
With its breakers white on the shingly shore.

What matters the reef, or the rain, or the squall?
I steady the helm for the open sea;
The first mate clamors, "Belay there all!"
And the captain's breath once more comes free.

And so off shore let the good ship fly;
Little care I how the gusts may blow,
In my fo'castle bunk in a jacket dry—
Eight bells have struck, and my watch is below.

NAUTICAL NOTES.

The electric lights, recently placed on O. S. Richardson & Company's dock, Chicago, are a great acquisition to steamers coaling up after dark.

A new poet sings: "The Whistling Buoy is Anchored at Sea." The whistling girl, however, continues to float about in fancy free to the envy of the boys who can not properly pucker to whistle a tune.

Hanna, Lay & Company, of Traverse City, sold their standing pine, sawmills, and docks to John Torrent, of Muskegon recently for $760,000. They will continue in the banking and mercantile business at Traverse City.

The schooner Louisa has brought to Buffalo a boiler, capstan and some iron, recovered by Jeremiah McCarthy from the wreck of the propeller Mayflower, which went on Point Abino in the fore part of November, 1883.

Addison Lyon of Pittsburgh, treasurer of the national board of steam navigation, is on the lakes soliciting steamboat owners to join that association. He is meeting with poor success, but intends visiting all the principal lake ports.

Mariners are informed that owing to the damage to the beacon pier at Dunkirk by the gale of the 14th inst., pending repairs to the same, the beacon light will not be exhibited except in weather when the pier end can be approached by boat.

Captain Nels Anderson, of the schooner Ford River, has, we are pleased to note, recovered from his accident, and is able to be around the Chicago lumber market again. He speaks very highly of the excellent treatment he received from Dr. Tracy and the nurses at Escanaba hospital.

The steamer Almeda, which arrived from Sydney and Honolulu, made the fastest trip on record between Sydney and San Francisco. Time, twenty-three days, six hours, thirty minutes. She beats best previous record made by the Maroa by six hours. The steamer Almeda was detained at Auckland, September 14, for six hours to allow merchants to answer their mail, which had just arrived by steamer fifty-seven days from London. This will make the time of the trip from Auckland to England, via the United States, five days less than from England to Auckland by direct steamer. It will also reduce the time of the trip around the world to sixty-nine days.

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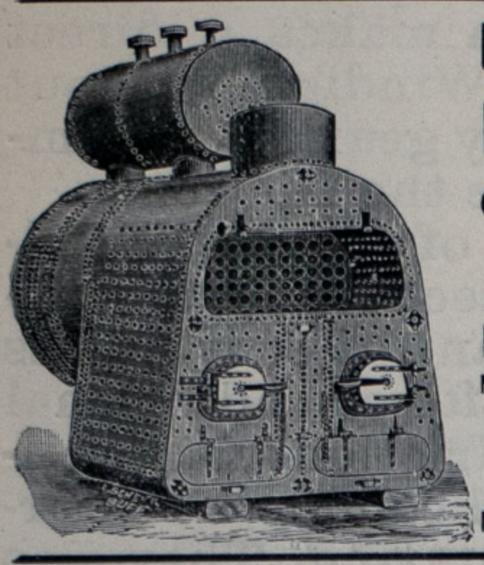

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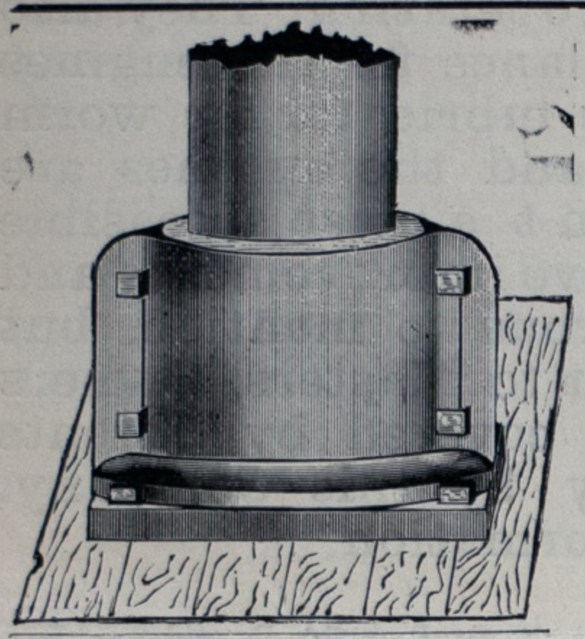

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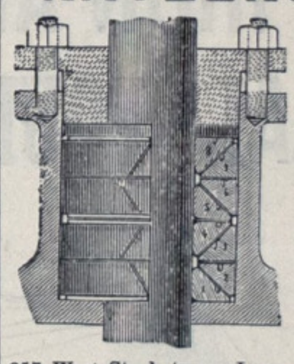

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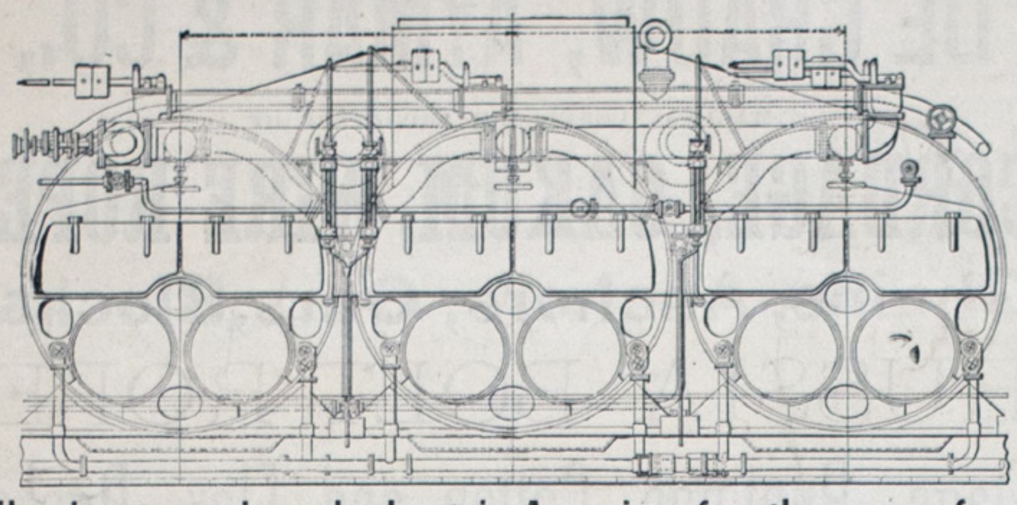

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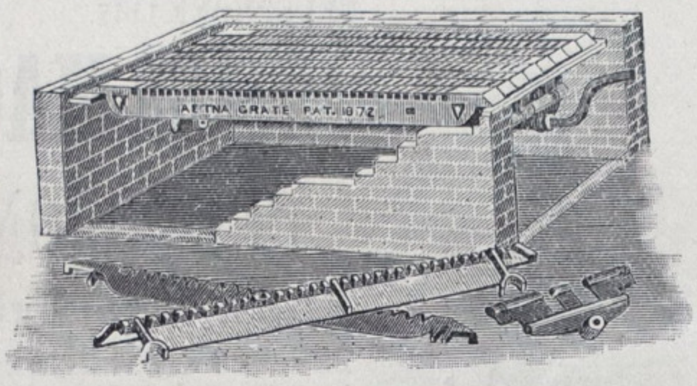

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In all their styles of Steam Windlasses they make a direct connection between the engines and the windlass without counter shafts or additional gearing. This saves friction and liability to break down, and conduces to durability and ease in operating. They also have a counterbalance for the engines and an automatic lubricator for worm and worm gear, and the engines are placed together in the most accessible position. The above improvements and others too numerous to mention, but which are familiar to Masters, Owners and Builders, are covered by Patents owned exclusively by this Company. For plans and information,

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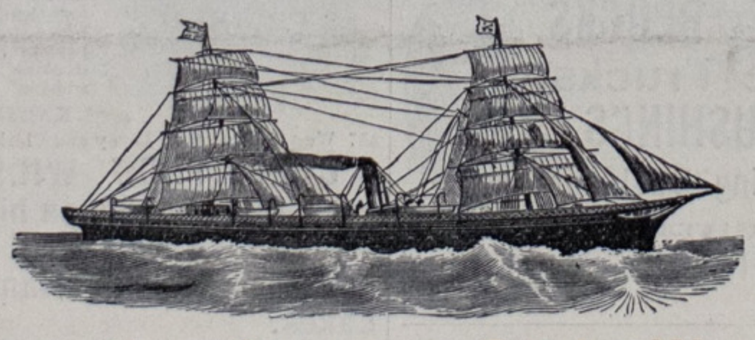

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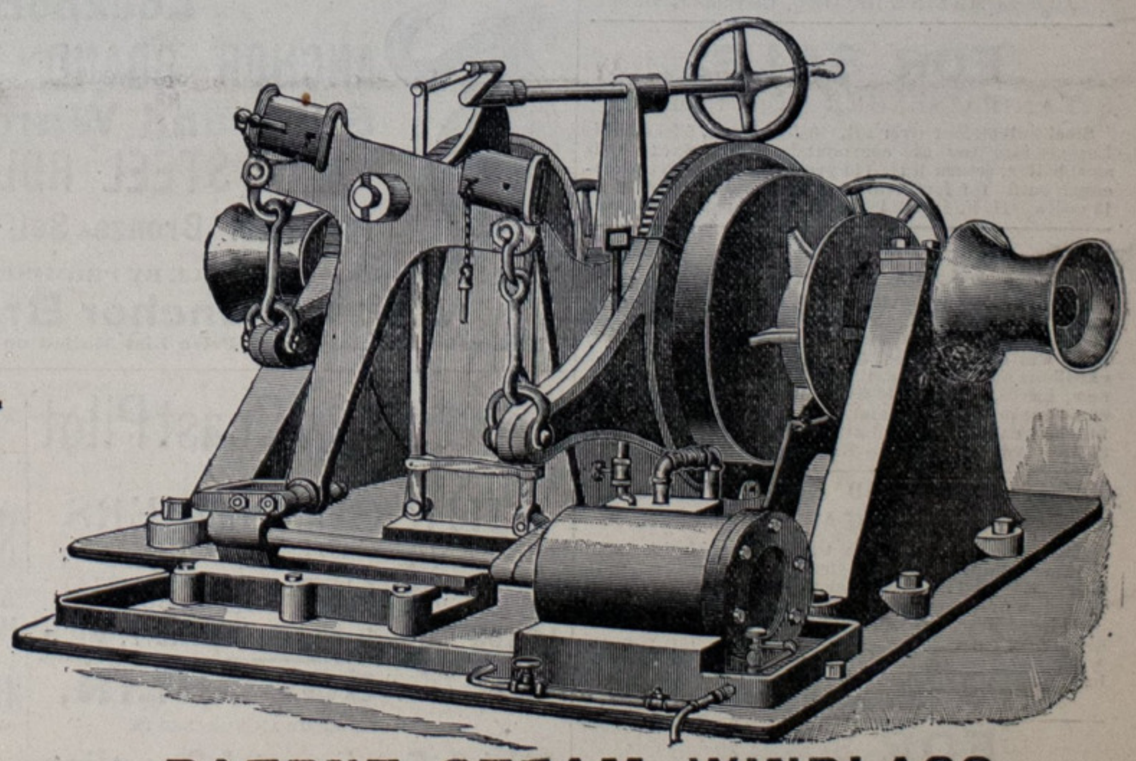

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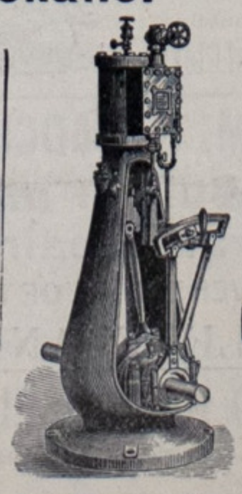

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